



AMERICAN OBSERVER

News and Issues—With Pros and Cons

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Here and Abroad

People—Places—Events

WORLD SCOUT JAMBOREE

About 35,000 Boy Scouts and Scoutmasters from 85 countries are arriving in Britain for the World Scout Jamboree which opens August 1. Some of the Scouts are traveling in unusual ways. A group of Austrians are bicycling, while 3 Scoutmasters from Brazil are traveling part of the way by jeep. This year's jamboree celebrates the 50th anniversary of scouting and the 100th anniversary of the birth of Lord Baden-Powell, founder of the movement.

SOVIET HARVEST

Tens of thousands of Russian students and workers are leaving their jobs and studies to help in this summer's harvest. Their destination is a far eastern section of the Soviet Union which was opened to farming 4 years ago. About 200,000 volunteers were sent to the area last year.

REPAIRS NEEDED

The residence of Britain's Prime Minister, 10 Downing Street, is threatened by dry rot and decay. The house, built in 1686, is not in so bad a state as the White House was before it was rebuilt, but extensive repairs are needed. Neighboring buildings in the London street are also reported to be suffering from old age.

TOURIST ATTRACTION

The Lincoln Memorial is the top attraction among monuments for visitors in Washington, D. C. Over 49,000,000 persons have paid homage to America's 16th president since the Memorial was opened in 1922.

SWEDISH FORECAST

Sweden, with probably the highest standard of living in Europe, is looking forward to even better things. By 1965, the nation expects to have 1,500,000 passenger cars—about twice the present number. The number of TV sets may increase from the 50,000 of today to 900,000. The housing shortage will be eliminated, it is believed, and more goods of all kinds will be available.

CANADA'S WOMEN WORKERS

The number of employed women in Canada is increasing rapidly. Women now make up one-fourth of the nation's workers, as compared with one-tenth at the beginning of the century. However, they still lag in number behind their sisters in Britain and the United States, where women compose almost one-third of the labor force.

NORTHWEST PASSAGE VOYAGE

Three ships of the U. S. Coast Guard are making a voyage from Seattle, Washington, to New York by way of Canada's Northwest Passage. The cutters are seeking a safe escape route for ships which might be trapped in the Arctic by ice.



FORD REPLACED CHEVROLET as the No. 1 leader in U. S. automobile sales this year and is fighting hard to keep the coveted position

The Auto Sales Race

U. S. Showrooms Will Be Displaying the 1958 Models Soon.
Small Foreign-Made Cars Gaining in Popularity.

A MAJOR battle for automobile sales will get under way in September when dealers begin showing new cars—the 1958 models—to the American public.

Competition is always rough in the automobile industry. It may be tougher than ever this fall. One reason is that sales of 1957 cars dropped some half a million below the 6,500,000 total expected. Manufacturers want to turn the sales trend upward in the months ahead.

The biggest race doubtless will be between Ford and Chevrolet. For the first time in about 20 years, Fords have been out-selling Chevrolets to rank as the nation's "most-sold automobile." Chevrolet dealers will be trying hard to win back the No. 1 spot.

The 5 major American automobile manufacturing corporations all have mapped big campaigns to lure more customers this fall. In preparation for the campaigns, the auto makers already have spent around \$975,000,000. This money went for designing and engineering the 1958 models, and for rearranging factories which produce the 19 makes of U. S. cars.

The biggest automobile news for 1958 comes from the Ford Motor Company. This fall, it will introduce a new medium-priced car—the Edsel.

The decision to produce a new line of cars was made in 1948. Ford felt it needed another car for the medium-priced field, which accounts for about 60 per cent of all car sales. The styling of the Edsel was begun in 1954, and it was completed in the fall of 1955. Special tooling was begun the next January. Then came hand-built test cars. Regular production of the first 1958 Edsels is to start in August. Eighteen models will be offered.

Careful planning of design is not all that is necessary before a company can introduce a new product to the buying public. The Ford company spent \$100,000 on studies just to learn what the American consumers thought of medium-priced cars, for instance. Some 4,000 decisions were made concerning everything from the new Edsel's styling to its name. In all, Ford has invested \$250,000,000 in preparing the Edsel for sale.

Plans for 1958

The Ford Motor Company also has other plans under way for the annual sales race. Its Mercury will come out in a new "super" model. Its Lincoln gets a new 1-piece body and frame. The Thunderbird sports car will be produced as a 4-seater, along with the

(Continued on page 6)

Improvements in Spanish Economy

Long a Poor European Land,
Spain May Be on Road
to Better Times

SPAIN, one of Europe's poorest lands, seems to be on the road to better times this summer. She is going ahead very slowly, to be sure, but she is on the road and that is big news.

Spanish mills may produce almost twice as much steel this year as they did in 1956. Railways are being modernized. New factories are being built. The automobile industry is small, but more cars and trucks are being manufactured than in past years. Farming methods are improving.

It will be years, of course, before Spain can be called prosperous. She probably has fewer factories than any other European land except tiny Liechtenstein and Albania.

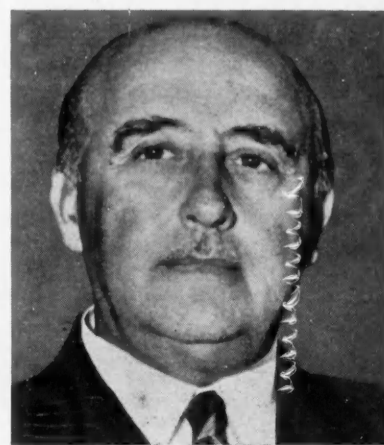
A few Spaniards are rich, but most of the people are very poor. A factory worker or farm hand earns only 50 cents to \$1 a day. Thousands live in huts and have barely enough to eat.

The living standard is so low that workers in northern Spain went on strike in the spring of 1956. Early this year, workers and students in the northern city of Barcelona protested against an increase in streetcar and bus fares. There was some fighting with the police, and more than 20 persons were arrested.

The strikes and protests tell a good bit about how poor Spaniards are. Francisco Franco rules the country, and he is quick to act against disorders. It took a great deal of courage for people to show their feelings.

Although Spain is far from prosperous, U. S. government leaders are pleased that she is making a little progress. We've made possible a good part of the gains. Since 1953, we have given Spain \$280 million for building electric-power plants, improving railroads and factories, and making farms more modern.

(Concluded on page 2)



FRANCISCO FRANCO, Spain's ruler



A STREET IN MADRID, capital of Spain. About 1,800,000 people live there.

American Defense Bases in Spain

(Concluded from page 1)

Why are we helping Spain? We are doing so because she lets us keep military bases on Spanish soil. The U. S. Navy has bases at El Ferrol in northwestern Spain; at Rota, near Cadiz in the south; at Cartagena in the southeast; and at Mahon on Minorca Island in the Mediterranean Sea.

The Air Force has bases at Torrejón, near Madrid, Spain's capital; at San Pablo and Maron de la Frontera, near Sevilla, in the south; and at Zaragoza in the northeast (see map). The bases are costing us about \$400,000,000. This sum is in addition to the economic aid we have given Spain.

U. S. military leaders say the bases would be of great value if the communist Soviet Union should start a war. We have defense posts in Britain, France, West Germany, and elsewhere in Europe, but some of these might be knocked out by atomic bombs. We might then have to depend on the Spanish bases, military experts say.

Value of Bases

U. S. warships could pull out from Spanish ports to fight enemy submarines in both the Mediterranean Sea and the Atlantic Ocean. Our bombers could take off from the Spanish air bases to fight the enemy. Because of its military importance, Spain is likely to get U. S. aid for some years.

Spain's area of 195,504 square miles compares with 198,489 for Illinois, Indiana, Ohio, Kentucky, and West Virginia together. Spanish territory includes 2 groups of islands—the Balearics in the Mediterranean and the Canaries in the Atlantic.

Next to Switzerland, Spain has more high land than any other nation in Europe. Three-fourths of the country is a broad plateau 1,000 to 3,000 feet above the sea.

Mountain ranges cut across the plateau. There are the Pyrenees in the north along the border with France, and the Cantabrians in the northwest. The Guadarramas and Gredos are part of a chain running from east to west across central Spain. The lofty, snow-capped Sierra Nevada rise in the south.

The central plateau of Spain is hot and dusty in summer, bitter cold in winter. Summers in the north are cool, but winters are stormy. South-

ern Spain has a warm climate.

Most of the land gets little rain, and Spain is probably the driest country in Europe. Irrigation is necessary to water most farm crops.

Power plants use coal to generate electricity, since Spain has almost no water power. Spain expects to have 9 new plants—built by American companies—in use by the end of this year.

The population of Spain is now 30,000,000. It is increasing at the rate of 1,000,000 a year. Because mountains divide their land into so many little regions, the people have many different customs.

A Farming Land

Most of the Spanish people earn their living by farming. The government hopes, however, to increase the number of factory workers.

Cutting cork trees is one of the important and unusual occupations of many Spaniards. The trees are found in many parts of the country, and Spain and Portugal together produce most of the world's cork.

The cork trees live for 300 to 400 years, and they may be stripped of bark about every 10 years. The strippers use long-handled hatchets and cut away the bark carefully. The bark is boiled to get tannic acid, which is used for dyeing goods, making inks, and tanning leather. The bark is then dried and packed in bales.

Mules carry the bales to seaports, where the cork is shipped to the United States and other countries to be made into bottle stoppers and coverings for pipes in cold-storage and meat plants. Cork is also used in making life preservers and linoleum, and for soundproofing floors and ceilings.

Half of the world's olive oil comes from Spain, and harvesting the olive crop provides jobs for thousands of people in the southern part of the country. It is not unusual to see the harvesters lunching at noon on bread soaked with olive oil. For dessert they eat oranges.

The oranges are also one of Spain's leading crops. The country grows both sweet and bitter oranges. The bitter ones are shipped to Britain to be made into marmalade.

Around the city of Murcia in southwestern Spain, silk is produced. The

Murcia farmers are famous for producing special silk strands that are used by doctors to sew wounds, and by fishermen to tie their colored flies to fishing lines. Murcia has led the world in turning out this kind of silk for over a hundred years.

Wheat and other grains grow on farms. Cattle are raised in northern Spain. Goats are the chief milk animal in southern areas along the Mediterranean. Farmers in southwestern Spain also raise large numbers of sheep.

Fishing is one of the country's big food industries. Sardines and tuna are packed for sale to other countries. Trout, salmon, shrimp, clams, oysters, lobsters, and other fish are favorite foods of the Spaniards themselves.

Madrid, the capital, is located at almost the exact center of Spain. Its population is about 1,800,000. A bustling city with many government buildings, it has been the Spanish capital for around 400 years. Madrid has factories that make furniture, shoes, gloves, and jewelry.

Madrid has customs quite different from ours. Most people don't go to work much before 10 o'clock in the morning. Shops close at 1 o'clock and everyone goes out to lunch. Cafes are filled as people linger over coffee. Work begins again about 4 o'clock, and shops usually stay open until 8 in the evening. The dinner hour in Madrid is late in the evening, often after 10 o'clock.

Textile City

The only other Spanish city with more than 1 million people is Barcelona. It is a leading port on the Mediterranean Sea and a center for the manufacture of textiles.

Stories of Spain go back some 3,000 years to the time when Phoenician sailors from Asia settled on the southern and eastern coasts of Spain. Starting in the 15th century, Spain built a huge empire in the Americas, in Africa, and in the Far East. By the 19th century, Spain had lost her empire. She became a poor nation.

Long ruled by kings, Spain became a republic in 1931. Civil war broke out in 1936 and lasted for 3 years. The conflict took thousands of lives and caused terrible destruction.

Finally, the forces led by General Franco won. Franco became the ruler of Spain. He is Chief of State, Prime

Minister, and commander of the armed forces. He and his Falange Party run the country. The people have little to say about their government.

A short time ago, Franco made some changes in the government—the first since 1951. He appointed a number of new cabinet members to help him run the affairs of his country. Most of the newcomers in the government are younger and have more technical training than their predecessors had. Despite these changes, however, Franco has kept firm control of the reins of government.

What does the shake-up mean? Many observers believe that Franco, who is now 64, is strengthening his government in preparation for the day when he will retire from his duties. By law, Franco may rule for life—or until he becomes unable to work. He has the right to name his successor, if Parliament approves, and the successor is to be a king. Franco may name Juan Carlos, who is a grandson of Spain's last king—Alfonso. (See the story on page 3.)

The Recent Past

During World War II, Spain was friendly with Germany and Italy. After those two lands were defeated, we and other free nations had little to do with Spain for a long time.

A change in feeling gradually came about as the free world joined hands in a struggle to check the spread of communism. Largely because of her anti-communist record, Spain won new friends. She was admitted to the United Nations in December 1955.

As a UN member, Spain may help to keep peace in North Africa and the Middle East. The Spanish government was active in trying to settle last year's dispute over operation of the Suez Canal. Because she is friendly with the Arab lands of North Africa, Spain may be able to help end quarrels there between France and the Arabs.

—By TOM HAWKINS

Here's a game to try, one that you can play by yourself or with others. Pick out words of more than 4 letters which have the same meaning when spelled forward and backward. Examples are *refer* and *solos*. Set a time limit of 30 minutes, say, and go to work. In that time, you'll be doing well to find 6. It's fair to use a dictionary, if you wish to do so.



THE UNITED STATES has both air and naval bases in Spain today



PRINCE JUAN CARLOS

NEWSMAKER

PRINCE Juan Carlos of Spain, a tall well-built young man of 19 years, is being groomed to become king of Spain, with the apparent approval of Generalissimo Franco, the present Spanish ruler. Juan Carlos is the eldest son of Don Carlos, Duke of Barcelona.

The throne has been vacant since the late Alfonso XIII, grandfather of Juan Carlos, was forced to leave Spain in 1931. Juan Carlos is a member of the Bourbon family, which ruled Spain from the War of the Spanish Succession in 1700 until 1931.

In 1931, a republic was proclaimed in Spain, but it was overthrown by Franco in the civil war of 1936-39. Franco has declared Spain a monarchy, with himself "Chief of State" for life. The future king is to be chosen by him or—in case of his death—by a "Council of the Realm". The choice would be subject to a $\frac{2}{3}$ vote of approval by the Spanish Cortes (Parliament).

Approval by ruler Franco of Juan Carlos as Spain's next monarch was indicated after Franco met with the youth's father in 1954, and they agreed that Juan Carlos should be educated in Spain. The lad's family has been living in Portugal. In 1955, Juan Carlos entered the Spanish military academy at Zaragoza. A veteran army general was said to be special taskmaster for the boy, who was on a schedule from 6:30 a.m. to 10 p.m.

Just this month, Juan Carlos was graduated from Zaragoza and commissioned a lieutenant in the Spanish army. He will now take courses at the naval and air academies.

Said to be a good student, he is also a soccer player and enjoys occasional trips to matches in Madrid. He is also said to be a good horseman and an excellent rifleman.

Prince Juan Carlos is leading a strenuous life as a student, but his future is likely to be much more difficult. There is strong feeling in Spain against having any king. Existing even among Franco's followers, the feeling is still stronger among critics of the Franco regime. Furthermore, Don Juan, Prince Juan Carlos' father, an outspoken critic of Franco, has never officially renounced his claim to the throne in favor of his son.

Some observers feel that any man taking over as king after Franco would have to rule as an absolute monarch. This, it is felt, would be impossible for either Prince Juan Carlos or his father, because of political opposition against them.

—By ERNEST SEEGER

The Hard-Working Netherlands

Much of Little Country Was Once a Marshy Swamp

THE people of the Netherlands are proud, and they have every reason to be. They have actually built much of their country by draining water from the marshes and swamps. The water has been pumped from the lowlands, and dikes have been constructed to keep out the ocean.

Because of this, many parts of the country's area of 15,765 square miles are below sea level. About $\frac{1}{2}$ of the country is in danger of being flooded whenever a severe storm strikes. A damp and chilly climate for the most part, the Netherlands is cooled by winds blowing in from the North Sea. The vast, green plain stretches for many miles until it reaches a few gentle hills in the southeastern section.

The grasslands make wonderful pastures for the herds of cattle that are raised. On the higher slopes wheat, barley, and potatoes are grown. It is estimated that almost 3,000,000 cattle graze on the lowlands. Approximately 200,000,000 pounds of butter and a similar amount of cheese are produced. People all over the world enjoy the red-covered Edam and Gouda cheeses which are made in the Netherlands. The country is also world famous for its tulip, hyacinth, and other bulbs.

The cities provide a home for most of the 10,500,000 inhabitants. An average of 830 people per square mile live in the Netherlands, which is among the most densely populated lands in the world.

The majority of people are engaged in manufacturing. Clay is found abundantly and is used to make bricks

and colorful tiles. The country's coal mines are among the best-equipped and most efficient in the world. The dairy farms provide a source for the food processing industry. Besides its cheese, the Netherlands is also well known for its milk chocolate and condensed milk.



MAP FOR AMERICAN OBSERVER BY CRAIG

During the winter, the people enjoy skating when there is ice on the canals. School is often recessed in the cold weather, and everyone speeds along the ice. Boating, fishing, and sailing are the principal forms of recreation in the summer.

All children between the ages of 7 and 13 have to attend school. Since the law is strictly enforced, practically everyone can read and write. Although Dutch literature is not well known outside of the Netherlands, many of the most famous painters in

the world came from there. Rembrandt, Vermeer, Frans Hals, Rubens, and Van Gogh are among those who lived in the Netherlands and painted the people and landscape.

Three important rivers, the Rhine, Meuse, and Scheldt empty into the ocean through the Netherlands. In fact, much of the country consists of a delta of these rivers. The name "dam" appears in the name of important cities such as Amsterdam, Rotterdam, and Zaandam, because many dams have been built to control the course of the rivers.

Since the end of World War II and the German occupation, the Dutch have done an outstanding job rebuilding their ships, factories, and war-torn cities. They have had to make another important adjustment in the postwar years—to learn how to prosper without the aid of their most valuable colonies.

The rich Dutch East Indies lying off Southeast Asia were controlled by the Netherlands until they were occupied by the Japanese during the Second World War. When the war ended and the Dutch were ready to move back, the natives fought for their freedom. They set up their own government in 1949. Although the Dutch still do a great amount of business with Indonesia, they no longer control the island's fabulously wealthy stores of rubber and tin.

The Dutch are important members of the North Atlantic Treaty Organization (NATO) and are co-operating with their neighbors in the defense of Western Europe.

—By NANCY BLACKWOOD

Historical Background - - The First Automobiles

AMERICA is a nation on wheels. In 60 years, the automobile has changed our way of living.

Today, the automotive industry—once the butt of jokes—accounts for 1 of every 7 U. S. jobs. In addition to jobs in the factories making cars and trucks, there is also work in the petroleum industry, in road building, in services and repairs, and in truck and bus driving. More than 9,500,000 people keep America moving on wheels.

The automobile has changed the lives of city dweller and farmer alike. Because people can depend on their cars to get them to town, suburbs have spread out along highways. The farmer can transport his produce to market.

The idea of motor-driven vehicles for highway travel is an old one. Before 1830, a few tinkers in our country built monstrous steam engines, which they hoped could move on roads. They were trying to adapt a steam tractor built in 1769 by Cugnot, a Frenchman. The coming of railroads ended their efforts.

In the late 1880's, American inventors again took up the problem of land transportation. Both electric and steam engines had disadvantages which made wide use unlikely. In Germany in 1885, both Daimler and Benz developed practical gasoline engines. Here was the power for automobiles.

The first gasoline-powered automobile in the United States appeared in 1893. It was the work of the Duryea brothers. Others, built by Olds, Winton, King, Ford, and Haynes, appeared in the next few years.

The basis for automobile design lay in a European invention, the gasoline engine, but the growth of the car industry followed production patterns laid down in America. Eli Whitney had begun making firearms with in-



THE FIRST PACKARD, made in 1899

terchangeable parts in 1798, a practice auto makers adopted. By the 1890's, the steel and meat packing industries were operating on an assembly line plan. Ransom Olds took the first steps toward assembly line production of automobiles. His factory built 425 Oldsmobiles in 1901 and 2,500 the next year.

Henry Ford put the automobile in quantity to feed a mass market. His entrance into the business was typical

of other early car makers. He gained attention by building handmade cars and winning races with them. This attracted the financial backing he needed to open a little factory. In the first five years, he brought out a variety of models. His Fordmobiles became finer and more costly.

Henry Ford then decided that he would supply America with the "universal car." It would be cheap enough for every farmer to buy and sturdy enough to be used in his fields. In 1908, Ford turned to the production of the Model T. By 1927, 15,000,000 almost identical cars had been sold.

Only with the utmost efficiency could Ford turn out cars as fast and as cheaply as he wanted to. Each part for the Model T was made rapidly on its own production line. But, at the final assembly line, the parts piled up. More than 12 hours were required to put the car together. To speed production, Ford introduced the moving assembly line into the automobile industry. A bare frame, carried along on a moving belt, became a finished car in just 93 minutes.

Today, each manufacturer offers new models annually. Most of the changes are in body styling, but important mechanical changes in recent years include automatic transmission to replace the gear shift, power steering, and power brakes.

—By MARGARET ELLIS

The Story of the Week

More Communist Ousters

The world was still busy last week trying to evaluate the significance of the recent shake-up in Soviet leadership. At the same time, changes in the top party leadership of other communist countries also were being made.

Romania was the first of the satellites to copy the Soviet action of ousting officials from office. Only 48 hours after the Russians removed several veteran officials, 2 members of the Romanian Communist Party were dismissed from important jobs. They were Miron Constantinescu, Minister of Education, and Iosif Chisinevski,



PRIME MINISTER Huseyn Shaheed Suhrawardy of Pakistan, recent visitor to America. He and President Eisenhower discussed the possibility of increasing U. S. aid to Pakistan, with which we are allied militarily.

Central Committee Secretary for the party.

Both were long-time, Moscow-trained communists and advocates of the late Russian leader Joseph Stalin's policies of government. They were charged with being "anti-party" and told that their policy would have weakened Communist Party unity.

In the 2,000-word resolution containing the charges, a third former Romanian communist leader also was accused. She was Ana Pauker, once Europe's most powerful woman communist and Romania's former Foreign Minister. Mrs. Pauker was removed from her position in 1952, but was never brought to trial. Little has been heard of her in recent years. She had worked closely with the 2 ousted Romanians, Constantinescu and Chisinevski.

Using language almost identical to that used in the Moscow ousters, Bulgaria dropped 3 high-ranking Reds for "anti-party activity." They are Georgi Chankov, Dobri Terpeshev, and Janko Panov. Unlike the dismissed communists of Russia and Romania, the 3 Bulgarians were not supporters of Stalin. They wanted Bulgaria to have its own kind of national communism and to end dictation from the Soviet Union.

The pattern of the Bulgarian removals was the same as that set in Moscow and followed in Romania—removal from Communist Party jobs and then from government posts.

Red China, too, was reprimanding people, if not ousting them, last week. Before the National People's Congress in Peiping, a high-ranking communist charged that the recent policy of free

criticism in China was being abused by non-communist leaders and intellectuals. He said these persons had taken advantage of the free-criticism campaign, through which the Communist Party seeks to correct its mistakes and improve its performance.

The attacked persons are leaders of minor parties which the Reds have permitted to be represented in the Chinese Communist government. Several days after charges were made, it was reported that 3 of China's non-communist leaders had made sweeping confessions to anti-communist activities. The men were Dr. Lo Lung-chi, a minister for the timber industry, and Chang Pochun, Minister of Communications. Dr. Lo was educated in the United States, Mr. Chang in Germany.

Observers believe pressure had been brought to bear on the men to get them to confess. It is believed that Red China's purpose in extracting these confessions is to discourage other non-communists from voicing opinions, although it presently is the official policy of Red China to listen to criticism. Observers believe the criticisms have gone too far and the government has now decided to have them stopped.

An "Iron Curtain" Trip?

Should U. S. Secretary of State Dulles try to visit some of the communist countries of Eastern Europe? A strong suggestion that Mr. Dulles should visit behind the "Iron Curtain" was recently made by Senator Mike Mansfield of Montana, assistant Democratic leader in the Senate and a leading spokesman of the Democratic Party on foreign affairs.

Mr. Dulles might attempt a "first-hand exploration" of the situation in such countries as Poland and Czechoslovakia, Mansfield says. The U. S. Secretary of State has never visited most of the countries of this important East European area since taking office. He did meet with Marshal Tito in 1955 on Yugoslavia's Adriatic resort island of Brioni. However, Tito—although communist—is friendly to the United States.

The purpose of a Dulles visit would be to find out more about the important recent developments in lands under Soviet Union control and to explore



RAILWAYS, India's chief means of transport, are being expanded (see story)

the possibility of contacts between them and the United States.

Senator Mansfield recognizes that arrangements for such contacts might be impossible to work out with the communist governments of the "Iron Curtain" countries, but he believes the attempt would be a positive step in our foreign policy.

Another possible exchange of visits received favorable comment from President Eisenhower recently. He suggested that talks between U. S. Secretary of Defense Wilson and Marshal Zhukov, Soviet Minister of Defense, might produce useful results. Observers feel that the President's remarks opened the door to a visit by Zhukov, but that the next step will be up to Russia.

President Eisenhower and Marshal Zhukov worked together in World War II. In 1945, President Truman invited the Russian leader to America. He accepted the invitation, but later cancelled the trip.

American newsmen are interested in trips behind the Bamboo Curtain, perhaps more than are U. S. officials. They are seeking State Department permission to enter Red China.

In a recent meeting with representatives of the press, radio, and TV, Secretary of State Dulles suggested a plan which would allow a limited number of correspondents to enter Red China for

a 6-month experimental trial period.

The newsmen did not reject Dulles' proposal, but they were not enthusiastic. They argue that the government has no right to restrict news gathering except under conditions of military necessity. They favor complete removal of the ban on China travel for American reporters, and point out that the cost of such travel would automatically limit the number of correspondents.

Since no agreement was reached, the State Department is making a study of the number of reporters who might want to visit Red China.

Wisconsin Primary

Wisconsin voters will cast their ballots tomorrow (July 30) for candidates to fill the United States Senate seat left vacant by the death of Senator Joseph McCarthy.

In this primary election, Republican voters will choose between 7 candidates, and Democrats will select 1 of their 2 candidates. The 2 winners will face each other in another election August 27, when the new senator will be determined.

Regardless of the outcome, Democratic control of the Senate will not be affected. Democrats hold 49 seats in the Senate to 46 for Republicans.

Indian Railway Loans

The World Bank will assist India in much-needed railway development by granting loans amounting to \$90,000,000. The Bank's loans will pay about half the cost of more than 500 locomotives, 10,000 freight cars, and much other new equipment ordered from foreign countries. India will repay the money over a period of 15 years.

The Indian railway system is the 4th largest in the world, the largest in Asia, and by far the most important form of transportation in the country, since Indian highways and waterways do not handle large amounts of traffic. Although extensive, the railroads were badly in need of repair and modernization when India became independent 10 years ago.

The improvement of her railroads is a vital part of India's Second Five-Year Plan, an overall program to raise living standards in India through the development of agriculture and industry.



PRINCE CHARLES (center), heir to Britain's throne, helps his schoolmates dismantle a cannon. The young prince was taking part in a school sports display.

The World Bank is a branch of the United Nations, with headquarters in Washington, D. C. Its official name is International Bank for Reconstruction and Development. One of its chief purposes is to assist nations which do not have sufficient funds for major projects designed to raise living standards. The Bank gets its capital by selling shares of stock worth \$100,000 each to member nations.

Chinese Automobiles

The first automobiles manufactured in Nationalist, anti-communist China have begun to roll off the production lines of the Yue Loong Plant, located on the island of Taiwan (Formosa). There are 2 models—a modified jeep-type passenger car and a dual-purpose passenger and freight carrier.

The Chinese company has arranged to receive some technical assistance from a large American jeep manufacturer. It has trained a group of young graduates of vocational-industrial schools into skilled workers.

Production is now only 100 cars a month, but the company expects to expand its market and production. The Yue Loong company also produces marine engines for fishing boats, and hopes soon to make trucks and sedans.

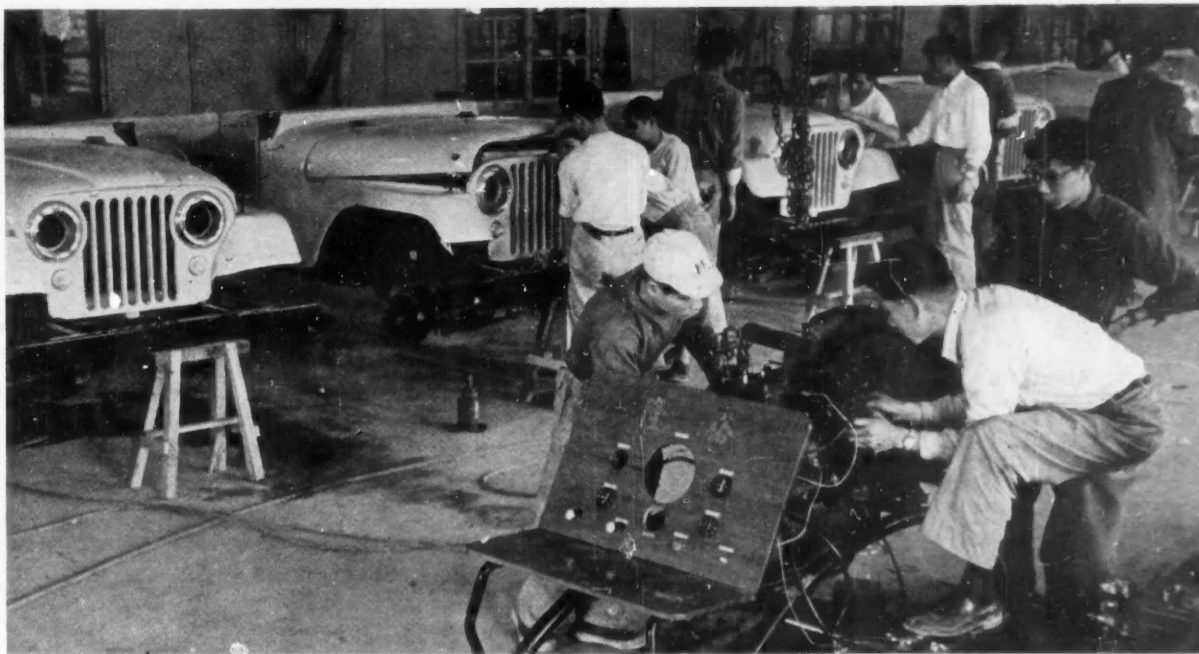
Taiwan, about 100 miles off the coast of communist China, is headquarters of the government of General Chiang Kai-shek.

Free Competition

The West German government passed a law recently that may make economic history. On July 4, it approved an anticartel—or antitrust—law to regulate big business practices.

European cartels are associations of private business organizations which cooperate in regulating the production and marketing of products. Cartels can restrict world markets and fix prices simply by agreeing to produce a certain amount of merchandise and to sell it for a set price.

When cartels in Europe and trusts in America were in their heyday, the United States in 1890 passed the Sherman Antitrust Act to make monopolies illegal. European countries, however, did nothing to curb them. By 1925, Germany had over 2,000 cartels. The German Nazi dictatorship used these cartels in the 1930's to establish con-



AN ASSEMBLY LINE in a jeep factory on Chinese Taiwan (Formosa). Over 70 per cent of the jeep parts are made on the island, which is headquarters of General Chiang Kai-shek's anti-Red government.

trol of the German economy.

Allied authorities, who were responsible for governing defeated Germany after World War II, undertook a program to break up the cartel system. Since then, Germany's Minister of Economics, Ludwig Erhard, has steered his nation firmly along the path of free enterprise. He worked hard and long to persuade the West German Bundestag (House of Representatives) to pass a federal law against cartels.

The law that was passed early this month is not perfect; it has some loopholes. But observers feel it is a good sign that Germany, formerly a major stronghold of the cartel system, has taken the lead in Europe in promoting free competition in industry.

This and That

A 100,000-man reduction in the size of America's armed forces has been authorized. Officials say that the cut-back, to be made by the end of 1957, will not endanger U. S. military defenses. The present authorized strength of the services is 2,800,000.

Postal increases are on the way in Great Britain. From October 1, letters mailed in Britain will require 3½ cents postage instead of 3 cents. Post cards will be raised by a half penny.

The postage increases were made to meet the cost of higher salaries.

In an experiment conducted by the U. S. Air Force, the world's largest balloon has lifted almost 2 tons of equipment to a height of more than 104,000 feet (almost 20 miles). This is the largest load ever carried by a balloon, the Air Force believes. The balloon itself was 200 feet in diameter and weighed 1,500 pounds.

Pay raises for federal employees have been approved by committees of Congress. Although the final amounts have not been worked out, some increase is expected to be passed. Such a measure, however, may be vetoed by the President, who feels that the higher wages will add to the nation's inflation.

Norway's first atomic development company has been established. It plans to build and operate atomic plants and to aid generally in atomic development for peaceful purposes. It hopes to place Norway in a position to compete for the atomic energy market at home and abroad.

Afghanistan's King Mohammed Zahir Shah is paying a state visit to Moscow. His trip is another step in the struggle between Russia and the free world for the friendship of this strategic Asian nation. Both the United States and Russia have contributed millions of dollars in aid and equipment to Afghanistan.

New Bureau of the Census figures show that the population of the United States on June 1 was about 170,981,000. This number is an increase of 13.1 per cent over the last official census of 1950, when the population was 151,132,000.

German Army Grows

The 100,000th soldier of the new West German armed forces joined the service in mid-July. After his training, he probably will be assigned to 1 of the divisions West Germany is contributing to NATO as her share of the troops and material needed for the common defense of Europe.

West Germany promised NATO 12 divisions, but so far has provided only 3. The 3 infantry divisions are at 80 per cent of peacetime strength and

have been given a "limited efficiency" rating. This means it would take some time before the divisions could be used as front line troops.

By the end of this year, West Germany hopes to assign 2 armored divisions to NATO. They will be equipped with medium tanks purchased from the United States Army. The decision to use the M-48A-1 American tank for outfitting the new divisions was made after a year of considering many types of equipment. West Germany also has announced that it will buy anti-tank rockets from France. As its first anti-aircraft missile, West Germany will acquire the American-made Nike.

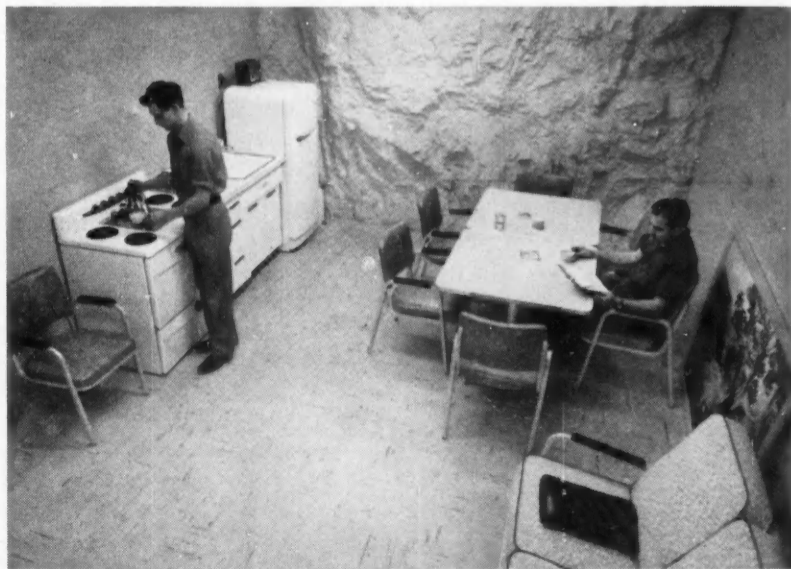
According to present plans of the Defense Ministry, West Germany will rely on her allies to provide all major military equipment for the next 5 years. Meanwhile, a committee of French and West German ordnance officers is studying ways to pool French technical skill with West German money and manufacturing ability. If the hopes of German Defense Minister Franz Strauss are fulfilled, Germany's new air weapons will be the product of a common effort between France and West Germany.

In addition to the soldiers and equipment West Germany is contributing to NATO, she also has more than a dozen German officers serving in the Allied command. This spring, a German, General Hans Speidel, was made commander in chief of NATO ground forces in Central Europe.

Change in Tunisia

Tunisia may have a new form of government by the time you receive this paper. Present reports indicate that the North African nation is planning to abolish its monarchy and set up a republican form of government.

The Bey of Tunis is the royal ruler of Tunisia. His family has presided over the nation for 250 years. Other reports that his position would be abolished have circulated since Tunisia became independent in 1955. Premier Habib Bourguiba, who really directs the government, is considered the man most likely to become Tunisia's first president.



THESE MODERN "CAVEMEN" enjoy all the comforts of home in their underground kitchen. They work in a records storehouse 205 feet underground.

The New Cars

(Continued from page 1)

present 2-seater model. The Ford itself will be modified slightly.

General Motors Corporation is entering the fall competition with a completely changed Pontiac and Chevrolet. A new car, the Impala, is being added to compete in the sports car class. Buick and Oldsmobile are being radically restyled. GM's luxury car, the Cadillac, will not be changed much. The new models are being offered as part of General Motors' 50th anniversary activities.

Chrysler Corporation hopes again to attract the buyer's attention with styling. The company believes this factor increased its share of the automobile market from 12.9 to almost 20 per cent in the past 3 years. The company produces the Chrysler, De Soto, Plymouth, Dodge, and Imperial.

American Motors Corporation believes lower prices for its automobiles will win customers. It was the only company to lower prices in 1957. Next year, it hopes to cut the price of its Rambler to make it one of the nation's lowest-priced cars. In addition to the Rambler, American Motors offers the Nash, Hudson, and British-made Metropolitan.

Studebaker-Packard manufactures 2 cars, the Studebaker and the Packard. This company, too, is stressing economy in its bids for buyers. Its innovation this year is an economical Scotsman. The Scotsman is the Studebaker Champion with all the frills and extras removed. According to the advertised dealers' price of just under \$1800, the Scotsman is now the lowest-priced sedan manufactured in the United States.

Studebaker executives believe American drivers are interested in an economical car, minus all the expensive gadgets found on most other vehicles. On the Scotsman, enamel replaces chrome, and aluminum paint replaces stainless steel. Cloth-backed plastic is used instead of more expensive seat, roof, and wall fabrics. Only 1 interior color combination is offered, and only 3 solid colors are available for the exterior. The spare tire lies flat in the trunk, and the engine has a manual—rather than an automatic—choke. Some 180 changes were made in the Studebaker Champion to create the Scotsman.

The Studebaker-Packard men think there will be more and more acceptance of their Scotsman car. Other auto makers, however, contend that the American motorist prefers a car



GENERAL MOTORS' Vauxhall Victor, made in Britain, goes on sale here this fall

with glitter and that there is a greater trade-in value for this type of vehicle.

These latter opinions are reflected in the style of most 1958 automobiles. It is reported that the average new car will have 4 headlights, and some models will have 4 taillights. Car prices in general will be slightly higher than for 1957.

Foreign Competition

In addition to competition among themselves, America's leaders in the industry also are concerned by the popularity of the foreign-made automobile.

It is predicted that 1 out of every 30 cars sold in this country this year will be from foreign factories. This is a small portion of total U. S. sales, but the foreign makers' portion has doubled each year since 1954. That year, about 25,000 foreign cars were sold in America. In 1955, the number doubled. It doubled again last year to reach about 100,000. It is predicted that sales will be close to 200,000 this year.

Some automobile experts believe the purchase of foreign cars is a fad based on an American's desire to own a car that is different from that of his neighbor. Other experts feel this trend indicates a public dissatisfaction with the big size of most American cars.

Those who incline to the latter view quote American motorists who say: "The cars made in the United States are much bigger than necessary. They cost too much, and the gas consumption is too high. In addition, they depreciate too fast. We would rather have a smaller foreign car that gives better mileage, is easy to park, is mechani-

cally simple, is easily repaired, gives good performance, costs less, and doesn't depreciate so fast because the styles do not change every year."

To illustrate the difference in size and cost, fans of smaller cars point out that the American automobile averages 208 inches in length. A British standard auto is only 151 inches long. An American car may average around 16 miles to a gallon of gasoline; a small European car may travel 30 miles on a gallon.

Detroit's auto makers recognize the competition of the foreign cars. But rather than manufacture equally small American cars, they have chosen to push the import of cars made for them by their affiliated European companies.

General Motors is planning to import its German-made Opel and the British-manufactured Vauxhall. Ford will encourage imports of its small British models and its French Simca. American Motors is adding dealers to handle its British-made Metropolitan. Studebaker-Packard has associated itself with the German firm of Daimler-Benz and will handle all American imports of that company, including the popular Mercedes-Benz.

In addition to the well-known foreign cars such as the French Renault, English Hillman, Italian Fiat, Swedish Volvo, and German Volkswagen, a new class of foreign cars is making its appearance in the United States.

These are the "baby cars," so called because they are so very tiny. Designed to bridge the gap between the motorcycle and the automobile, these cars are popular in Europe because of their extraordinary gas mileage and low purchase price. Measuring about 111 inches long, these midjets are becoming popular with some Ameri-

cans who use them for delivery purposes or for in-city commuting.

Among the cars in this class are the German-made Goggomobil, less than 10 feet long and with a speed of 62 miles per hour; the 3-wheeled Messerschmitt that gets 125 miles per gallon; or the Isetta, which is different because it is entered from the front. England produces the Frisky, which travels 90 miles on a gallon of gasoline, and the Unicar, which averages 55 miles. Italy has the 116-inch baby Fiat that sells for \$800. These are only a few of the many "baby cars" that are humorously described as "one-lunged runabouts" and "rolling pumpkins."

Safety Problem

Another problem that is commanding increased attention from both the public and the auto manufacturers is how to assure greater safety on the highways.

Much criticism has been leveled at the manufacturers for making cars more and more powerful. Manufacturers reply that today's automobile is safer than ever. They point out that many features, such as safety belts and padded dashboards, have been incorporated into cars. They also say that by having a powerful engine, today's driver can avoid an accident, that he can swerve quickly enough to get out of the way of an oncoming car, or pass another vehicle quickly enough to prevent a head-on collision.

Critics of today's cars contend that their increased horsepower contributes greatly to the number of traffic accidents. They point out that drivers are tempted to take unnecessary risks in passing. They say that it is foolish to make cars that can travel faster than 100 miles an hour when most highway speed limits are set at from 50 to 65.

Safety experts say that the American driving-and-riding public wants safety features and auto manufacturers should provide them. A survey at a New York auto show revealed safety equipment as the first concern of 60 per cent of buyers.

At a Chicago auto show, 31 per cent of the people said they preferred a certain car because it provided more safety features than other makes.

Some safety specialists feel that reducing the potential speed of automobiles is not so important as changing their interior design. The specialists point out that a National Safety Council survey of 685,000 accidents in 1 year revealed that 87 per cent of them occurred in vehicles traveling at 40 miles an hour or less. An Indiana



MANY AMERICAN COMPANIES manufacture cars abroad. Above, Ford's British-made Zodiac, one of several models on sale in this country.



THE BRITISH-MADE Metropolitan 1500 is sold here by American Motors. It is available in both convertible and hard-top models.

State Police study showed that proper car design could have been the lifesaver in 84 per cent of 600 accident cases studied.

The specialists report many accidents in which injuries and fatalities were caused when a person was thrown out an opened door, or against the steering post, the windshield, or control knobs on the dashboard. They point out that these injury possibilities are reduced by padding the dashboard; recessing steering wheel, door handles, and knobs; and by including impact-resistant door latches and strong safety belts.

Along with that of safety, there is a companion problem of parking in crowded American cities. With 1 automobile for every 3 persons in the United States, parking space is at a premium. Some people suggest smaller cars. Some believe more multi-level garages offer a solution. Still others believe the solution lies in more on-street parking.

While these serious problems are being studied, the auto industry is planning for the future. Auto men predict that 3 kinds of cars will be popular with Americans in the years ahead. These men believe there will be (1) the highway cruiser, a big, powerful car with emphasis on comfort; (2) the suburban car, a light and economical vehicle that may resemble the present station wagon; and (3) the personal in-town car, which would be low in power and very economical to operate. —By ANITA DASBACH

High School Band

The spectacular marching band of Santa Fe (New Mexico) High School will be an added attraction this year at the annual College All-Star Football Game, to be held on the evening of August 9 in Chicago.

The group of talented teen-agers will perform between halves of the game which pits 48 college grid heroes of last fall against the New York Giants, champions of pro football. The 72-member band will entertain in a display of precision marching, swing-step formations, and stirring music.

Each of the musicians carries individual equipment for 18 different lighting combinations to be used. The lights will outline tableau formations and will be used in gay Spanish dances that the group is now rehearsing.

Both the game and the half-time entertainment will be brought to television viewers throughout the nation at 9:30 p.m. EDT, by the American Broadcasting Company network. One of the commentators will be "Red" Grange, football's "Galloping Ghost."



CHARLES MARSH of Pennsylvania State University has found a way to penetrate fog with automotive lights. He has shown that changing the mounting angles, using low-mounted white fog lights, and polarizing light sources greatly improve visibility under foggy conditions.

Science in the News

Preparations are being made for launching the man-made, earth-circling satellite into space during the International Geophysical Year.

The Army Signal Corps is sending radar signals to the moon. This is being done to test the 10 satellite-tracking stations—to see whether they are properly tuned to catch signals which should bounce back from outer space.

When the earth satellite is actually sent into outer space, the tracking stations will follow its course by picking up the radio signals it transmits as it speeds around the earth. The warm-up practice with the moon's reflection of radar will help the stations adjust receiver sensitivity.

The Navy's testing station at Blossom Point, Maryland, has already been successful in picking up some of the moon-reflected signals. The other 9 stations will begin testing their sensitivity soon.

It is now thought that the satellite might stay up for as long as 9 years. Previous estimates had been several weeks to a year.

Mr. Theodore E. Sterne of the Smithsonian Astrophysical and Harvard College Observatories recently calculated that the satellite may stay aloft much longer than had previously been anticipated.

A study was made of the density of the outer atmosphere, and it was judged that there would be less drag

on the satellite than had been thought. For that reason, the "little moon" should not slow down and burn out as quickly as once estimated.

★

A diamond was recently made from peanut butter.

Here is how it happened: A scientist was making a synthetic diamond in the usual way by using intense heat and pressure. A diamond—whether created by nature or in the laboratory—is made from carbon. Every jar of peanut butter contains a certain amount of carbon.

Just to have a little fun, the scientist decided to make a diamond from peanut butter, and he was successful. However, there are other substances which are more suitable, so peanut butter will not become a standard material for making diamonds.

★

Little rodents, nutria, are now eating so much as they roam in some southern states that many birds and other wildlife are having a difficult time getting enough food.

Nutria are small South American swamp beavers that were first brought to Louisiana by fur farmers in 1937. They lived on the fur farms, but over the past 20 years a number have escaped. Many have become well established in the south.

★

The Cook Strait between the 2 islands of New Zealand is yielding a rich find of marine life to the group of scientists who are exploring there.

Many species which have never been known before have been discovered. Huge nets have been lowered as deep as 3,000 feet and then slowly raised to reveal a wide variety of undersea life.

A snipe eel, which has an unusual twisted beak, was one of the rare specimens which were uncovered. Another was a fish with a line under its lip, made of transparent nylon-like material that lit up by means of a red bulb of phosphorescence at its tip. There was also a strange creature about 23 inches long. Its mouth was so wide and its teeth so powerful that it could swallow fish that were bulkier and longer than itself.

—By NANCY BLACKWOOD

News Quiz

Automobile Sales

1. Why is competition between U. S. auto manufacturers likely to be unusually keen this fall?
2. The biggest competitive race will be between which 2 cars?
3. Tell something about plans the 5 major U. S. automobile firms have made in their search for customers. How much did they spend in getting ready for their 1958 models?
4. Which company is producing a new medium-priced car this fall, and what is it called?
5. Briefly outline the differing ideas of General Motors, Chrysler, American Motors, and Studebaker-Packard about what kind of car will best appeal to customers.
6. How many foreign-made cars will be sold in the United States this year, according to present estimates?
7. Give some of the conflicting arguments on how to solve the problem of making auto travel safer.

Discussion

1. Should manufacturers be compelled to limit the horsepower and speed of cars in the interest of safety? Why, or why not?
2. Do you believe foreign-made cars will become increasingly popular in the United States? Give reasons for your answer.

Progress in Spain

1. In what ways does Spain, although still poor, seem to be on the way to better times?
2. How much does a Spanish factory worker or farm hand earn in a day?
3. Tell something about the reasons for strikes which occurred in the Spanish city of Barcelona last spring.
4. How much aid has the United States given Spain for improving her economy?
5. Briefly describe the kind of U. S. bases being maintained in Spain, and tell what they cost.
6. How might the bases be of great value in the event of war with the Soviet Union?
7. Describe the geography of Spain, give its population, and compare its area with that of 5 U. S. states.
8. Name an unusual Spanish product and tell how the product is prepared and sent to market.
9. List 3 other important Spanish products.
10. Outline the history of Spain.
11. Who may become king of Spain when that land's present ruler, Francisco Franco, retires? What is the background of this possible future monarch?

Discussion

1. Do you think U. S. bases on Spanish soil are worth their cost? Present arguments to support your viewpoint.
2. Would the restoration of a monarchy in Spain be a good thing? Why, or why not?

Miscellaneous

1. What is the World Bank? How does it aid the nations of the world?
2. Name the 2 Eastern European nations in which government shake-ups similar to those in Russia have taken place recently.
3. Define a cartel. How does one restrict free trade?
4. How many army divisions has West Germany contributed to the NATO forces so far? How many divisions has she promised in all?
5. Automobiles are being manufactured on Taiwan now. Name the government which has its headquarters on the island.
6. Name the first American manufacturer to produce automobiles within the reach of the average person's pocket-book.
7. Name some of the important products of the Netherlands.



VOLKSWAGEN OF AMERICA

VOLKSWAGENS LEAD all imported cars in sales to buyers in the United States

WEEKLY DIGEST OF FACT AND OPINION

(The views expressed on this page are not necessarily endorsed by the AMERICAN OBSERVER.)

"Philadelphia Story: A New Look,"
by Aaron Levine in *The New York Times Magazine*.

Like many other older American cities, Philadelphia has been faced with the problem of eliminating slums and other undesirable areas, and at the same time, preserving its historic shrines and buildings. Like the others, Philadelphia has managed to do something about the problem.

Its solution seems unique, however, in the degree to which citizens were responsible for the rebirth of the city.

A movement to improve Philadelphia began before World War II. A group of young citizens joined forces to fight the decay into which the city had fallen. At that time, the area around Independence Hall, for example, was so cluttered with shabby buildings that the national shrine of American freedom could hardly be seen. The historic section of the city was rapidly disappearing.

The small citizens' group enlisted the support of other civic groups. Due to their efforts, a new City Planning Commission was appointed.

Since then, great progress has been made. Independence Hall and the historic buildings associated with it are again emerging into view. Solid blocks of jumbled buildings have been cleared away by the state. In their place is an open Mall—a green park with a spacious seating area for visitors and a plaza for civic celebrations. Another area is being cleared to make Independence National Historical Park.

The citizens' group did not rest after its first victory. Today the Philadelphia Citizens' Council on City Planning represents 164 community organizations. It continues to give advice to the city planners and to seek other ways of improving Philadelphia.

Philadelphia owes its success to 2 factors—first, a City Planning Commission interested in the views of its citizens, and second, the acceptance by the citizens of their responsibility.

This, we believe, is the democratic way.

"Your Best Deal in Military Service," by Cabell Phillips in *Harper's*.

Today the Department of Defense is

conducting a campaign to persuade young men in the high-school-to-college ages that it is a lot smarter to volunteer for military service than to wait for the draft.

The services are having little trouble getting enough men. But they want men of a higher caliber than some they have had in the past. The atomic age demands it. One of the surest ways of getting better men is to increase the ratio of volunteers to draftees. Volunteers not only tend to be somewhat superior in general, but the services have more choice in the men they accept.

Therefore, volunteering has been made as alluring as possible. The strongest inducement is the privilege of choosing (within limitations) not only the length of active duty, but also the kind.

All volunteer plans have in common 3 basic provisions. They are:

1. Every young man between 18½ and 26 years is obligated to put in from 6 to 8 years of military service if the government elects to call him.

2. If he serves at least 2 years on active duty with one of the regular services, his total obligation is reduced to 6 years.

3. The portion of his 8- or 6-year obligation not spent on active duty must be spent in reserve status.

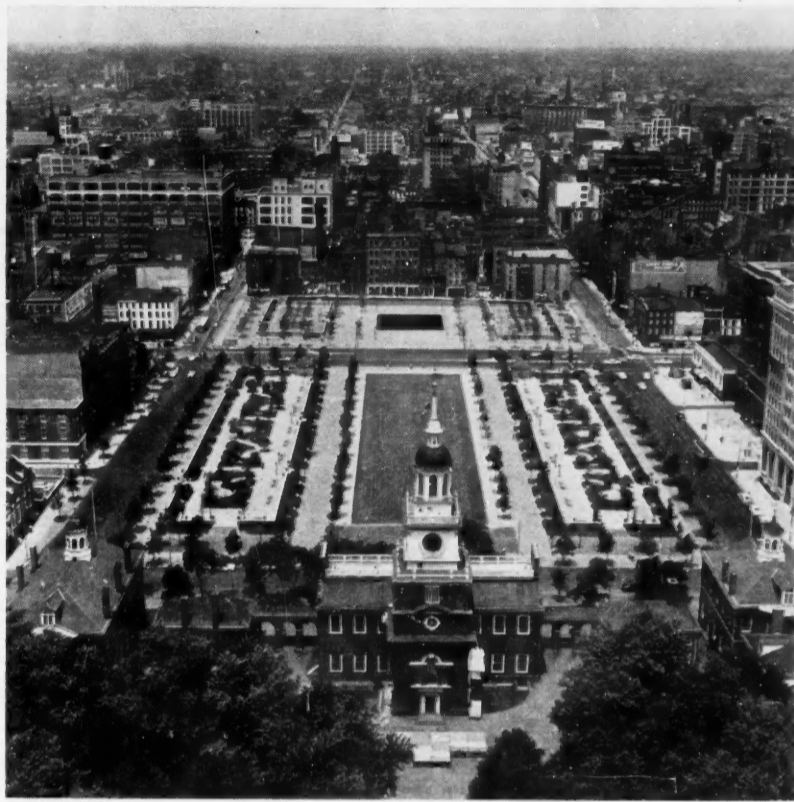
Reserve time may be served in 2 ways. One choice is service in the Ready Reserve for a period which, by adding in active duty, will equal 4 years (with certain exceptions). Weekly drills and 2-week summer training periods are required here. The Ready Reserve is subject to call by the President in an emergency.

Another choice is service in the Standby Reserve for whatever period is needed to round out the total obligation. No further training is required in the Standby Reserve, and it may be mobilized only by act of Congress.

Under the draft, a young man called must serve a total of 6 years—2 years on active duty and 4 years in the reserves. A draftee has no choice as to his branch of service and little choice as to the specialty he will follow. Most draftees are assigned to the Army.

If a young man chooses not to take his chances with the draft, 3 basic enlistment plans are open to him:

1. Regular Enlistment. You may enlist at 17 for minimum terms of 3



CIVIC TEAMWORK produced a magnificent new background for Philadelphia's Independence Hall, once nearly hidden by a jumble of shabby buildings

years in the Army and Marine Corps, and 4 years in the Navy, Air Force, and Coast Guard. Total service obligation is 6 years in active and reserve status.

2. Enlisted Reserve. You may enlist at 17 in all services except the Air Force for a term of 2 years active, 4 years reserve duty.

3. Six Months Reserve. All services except the Navy offer this plan, with 2 variations. For those 17 to 18½, 6 months active duty plus a full 7½ years in the Ready Reserve (except for the Army, which requires only 4½ years in the Ready and 3 years in the Standby Reserve).

For those over 18½, 6 months active duty plus 5½ years in the Ready Reserve. The upper age limit here is 21 in the Marines, and 25 in the Army, Air Force, and Coast Guard. This plan, the most popular of all, has been especially attractive to mid-term graduates who do not wish to enter college until fall.

A special plan which will expire September 30, 1957, is open to those entering the Army or Air Force through the National Guard. For those 17 to 18½, active duty is cut from 6 months to 11 weeks, with the entire balance of the 8-year obligation to be served in the Ready Reserve. Reserve duty in the Army and Air Force may be served in National Guard units under all plans.

These plans cover the enlisted ranks. Other, more complex, programs are open to those who desire to become officers, or to combine college with their military training. Young men interested in enrolling in one of the 5 service academies should write their Congressmen for information.

The services are urging all boys to complete high school—or even college—before enlisting.

In making a choice, keep in mind the particular requirements of each branch of the service. Mechanical aptitude ranks high with the Navy and Air Force. Other services have their own needs.

"A New Europe Is Born," an editorial in the *St. Louis Post-Dispatch*.

A chief obstacle to the economic unification of Europe—and perhaps to even its eventual political integration—was overcome when the French National Assembly approved the treaties creating a European common market and nuclear energy pool.

West Germany already has ratified the treaties, and their acceptance by Italy and the Benelux nations is regarded as a matter of routine.

This is one of the most important events of the century. It not only promises to eliminate the war-breeding rivalries such as that between France and Germany, but it is the beginning of a state more populous and more dynamic than even the United States. Since 1951 frontier-hampered Europe has been growing more quickly than America, and the pace will probably step up considerably when the treaties go into effect on January 1.

Some rough spots will be met as the nations go about the complicated business of adjusting themselves to the elimination of tariffs within the bloc, the adoption of uniform import duties, and the like. That is why the common market is to be achieved step by step over 12 to 15 years. However, Euratom, the nuclear energy pool, will develop much more quickly since most of the continental nations are just beginning in this field.

Individual Americans may be none too happy about some things to come. This is always true when tariffs and markets are involved. But there can be no doubt about the over-all benefits for Europe and the world through this integration. Economic health spreads across frontiers. Well-being is contagious.

The French National Assembly is to be congratulated for the decision which makes the new Europe a reality. The parliament in Paris, generally more criticized than praised, has made history.



MILITARY SERVICE faces most American men between 18½ and 26